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YEAR OF THE FIFTIETH
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UAE

حكومة دبي
GOVERNMENT OF DUBAI

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

Via Dubai

Monthly Newsletter issued by Dubai Civil Aviation Authority

Issue 87 February 2022



Back to the centre stage

HH Sheikh Mansour bin Mohammed visits DCAA

For digital transformation of air transport

EXPO 2020 إكسبو
دبي، الإمارات العربية المتحدة
DUBAI, UNITED ARAB EMIRATES
OFFICIAL SUPPORTER | داعم رسمي

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Dubai Civil Aviation Authority

In 2007, the functions of the Department of Civil Aviation were restructured. Accordingly, the Dubai Civil Aviation Authority (DCAA) was established as a regulatory body, by a decree of H.H. Sheikh Mohammed Bin Rashid Al-Maktoum, Ruler of Dubai, on proclamation of law No. 21 of 2007, as amended by law No. 19 of 2010, to undertake development of Air Transport Industry in the Emirate of Dubai and to oversee all aviation-related activities.

ViaDubai

Via Dubai is the official bilingual monthly newsletter of DCAA, designed to highlight the initiatives and developments in the aviation industry and act as a knowledge-sharing platform for all the stakeholders and aviation professionals.

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For digital transformation of air transport

The coronavirus pandemic has accelerated the digital transformation of airports and airlines as a key competitiveness and success factor.





ATC market size value to reach US$14 billion by 2028

The Air Traffic Control (ATC) market size value is anticipated to reach US$14 billion by 2028, according to Acumen Research and Consulting, a global provider of market research studies, which forecasts the market for ATC is expected to grow at a CAGR of around five per cent until 2028.



Airlines are restructuring to remain flexible

TAP Air Portugal had been the first European airline to go all jet in 1967 and moved into the jumbo era with the Boeing-747 in 1972. Today, the all-Airbus operator has a fleet of 82 aircraft made up of A320s and A330s. It was the launch customer for the Airbus A330neo.



Our Vision

The World Airport, Dubai

Our Mission

To achieve leadership and ensure sustainability in the field of safety, security and environmental protection in the civil aviation sector and to support an attractive investment environment for the aviation industry .

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Positive Indicators for 2022



The creative initiatives taken by Dubai to lead the recovery phase of the civil aviation industry has contributed towards accelerating the process of returning to normalcy.

The global aviation industry is making all-out efforts in 2022 towards ending the bottlenecks on the path of gradual recovery from the negative effects of the pandemic across all its sectors. One of the most prominent indicators of the civil aviation industry accelerating towards the recovery is that many countries are gradually easing restrictions and will start removing the precautionary measures and opening the borders.

Several countries have started taking many steps to enhance the efforts of the aviation industry to return to normalcy and contribute to the global economy and provide safe travel to the travelling public. It is a clear indication of the correct decisions taken by our rational government and the relevant authorities in the UAE for dealing with the pandemic. Balancing the health and security of society and maintaining the dynamism of our national economy has been the priority of our government.

With the concerted efforts by the public and private sectors, Dubai has been ranked first as the world's best destination for 2022. This distinction is the outcome of the carefully crafted strategy and bold steps that distinguishes the emirate from other global cities. This is in addition to the positive effects that Expo 2020 Dubai had on the city's reputation, economic activities and the establishment of economic partnerships and investment cooperation with several countries.

Despite the impacts of the pandemic on the global economy, Dubai ranked first in the Arab world and third globally in attracting Foreign Direct Investments (FDIs) as it attracted AED16 billion during the first nine months of 2021. This is in addition to several achievements in varied sectors posted by the emirate. It is a clear indication of the strong confidence Dubai enjoys as a global economic centre that provides conditions and factors for the success of businesses. The emirate received more than 7.2 million international tourists, an increase of 31 per cent over the previous year, in addition to Dubai South attracting more than 700 new companies in 2021.

These are the promising beginnings at the start of the current year and continue to improve through the year. The journey on the recovery path continues. Dubai, chosen as the best destination on the planet, promises people that it will continue to offer everyone experiences and opportunities that meet their aspirations in various walks of life.

Ahmed bin Saeed Al Maktoum

Look forward for the best, and you shall find it



Look forward for the best, and you shall find it. The UAE has always been optimistic that our tomorrow is going to be better.

Our optimism is based on the insightful vision of our wise leadership; its bold and thoughtful decisions; the dynamism of our national economy; our creative human resources, and our strategic policies and procedures. These have been proven right as the days passed and we overcame the challenges to emerge stronger from the lessons learned to keep up our leadership position in all the fields.

We are inspired by our optimism that the current year will be better, based on the words of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice President and Prime Minister of UAE and Ruler of Dubai, who confirmed that 2022 will be an exceptional year for the UAE. In a tweet His Highness shared with photographs of the Museum of the Future building in Dubai, he remarked: "Brothers and sisters, on 22-02-2022, UAE will present to the world the Most Beautiful Building on Earth... 2022 will be an exceptional year for our nation, InshAllah."

In the Civil Aviation domain, we are preparing to have a positive year in terms of results. We started to see the signs as Dubai International Airport (DXB) consolidated its position as the largest air transport gateway in the world and Expo 2020 Dubai's good results reflect across all of Dubai's economic sectors.

According to OAG International, a global provider of airports and airlines data, Dubai International Airport acquired four of the 10 busiest air routes last January. Its data showed the flight path between Dubai and Riyadh ranked first in the world, recording about 289,500 seats, followed by the Dubai-London Heathrow route in third place with 247,000 seats. The Dubai-Jeddah flight path came in fourth place with about 218,000 seats and the Bahrain-Dubai flight path got the seventh position, registering about 168,000 seats.

Also, according to the statistics, the total number of destinations served by airlines operating at DXB reached 198, with 89 national and international carriers operating their flights to 92 countries by December 2021, exceeding the numbers that were registered before the pandemic.

Our prior readiness to face the challenges; our tireless efforts; our calculated steps; our international relationship, and our leading role in the recovery phase of global aviation sector, strengthen our confidence that 2022 will be a good year for the global air transport. The easing of pandemic-related restrictions by several countries across the world will allow the civil aviation sector to fly high again.

Mohammed Abdulla Ahli



HH Sheikh Mansour bin Mohammed visits DCAA; reviews civil aviation sector developments

His Highness Sheikh Mansour bin Mohammed bin Rashid Al Maktoum, Chairman of Supreme Committee of Crisis and Disaster Management in the Emirate of Dubai, visited the headquarters of Dubai Civil Aviation Authority (DCAA).

He was accompanied by His Excellency Lieutenant-General Abdullah Khalifa Al Marri, Commander-in-Chief of Dubai Police, His Excellency Lieutenant-General Talal Hamid Belhoul Al Falasi, Director-General of the State Security Department in Dubai, and His Excellency Abdullah Mohammed Al Basti, Secretary-General of The Executive Council of Dubai. HH Sheikh Mansour and his accompanying delegation were received by His Excellency Mohammed Abdulla Ahli, Director-General of DCAA and CEO of Dubai Air Navigation Services (dans) and senior officials.

HH Sheikh Mansour and the accompanying delegation were briefed about the latest developments in the civil aviation sector in Dubai and the world. They were given a detailed presentation on issues and topics related to the civil aviation sector in Dubai and the remarkable efforts made by the DCAA and Dubai Air Navigation Services to continue keeping Dubai at the forefront of cities for excellence in the civil aviation industry.

هيئة دبي للطيران المدني
Dubai Civil Aviation Authority

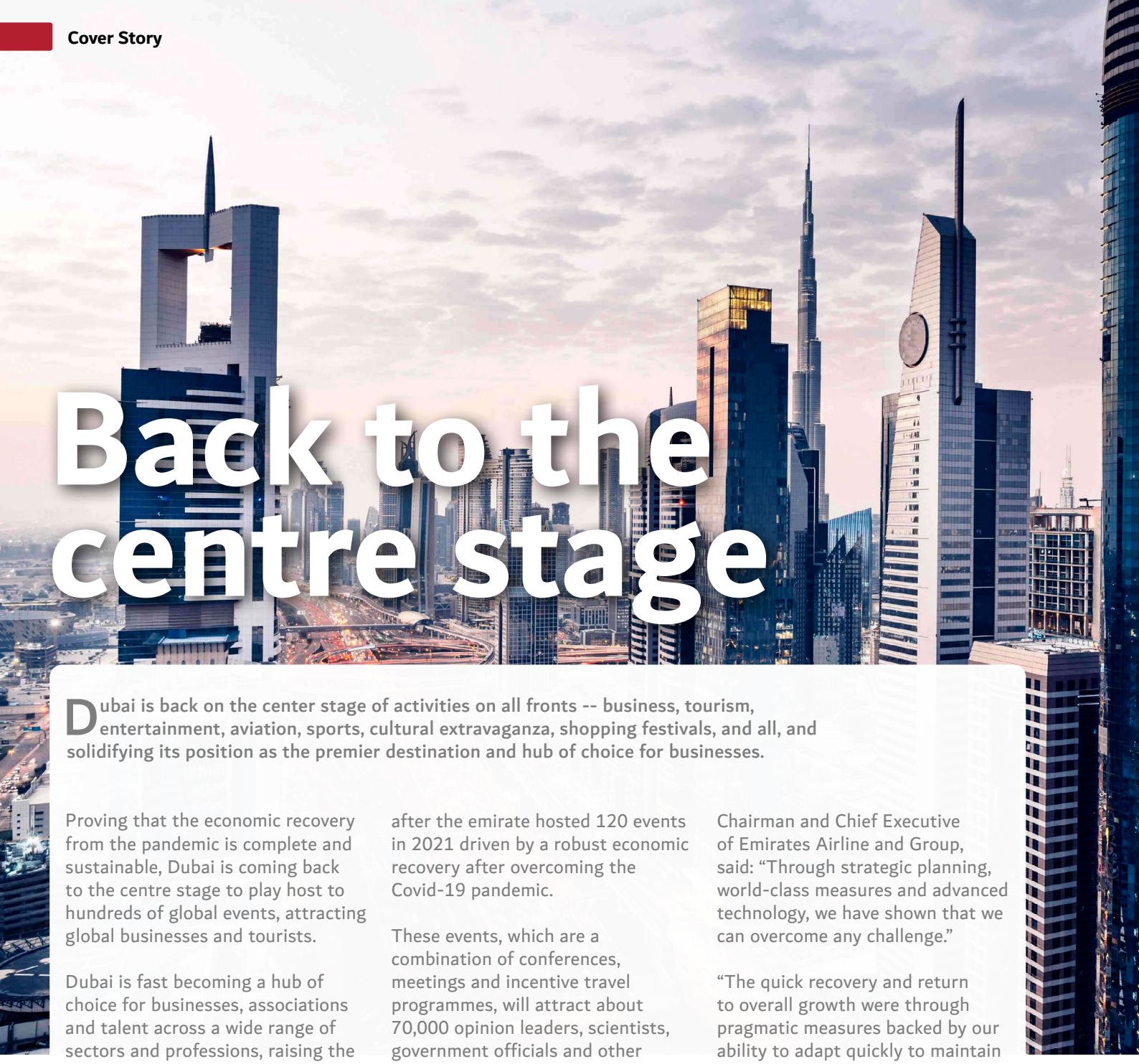
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دبي مطاراً للعالم
The World Airport, Dubai



Back to the centre stage

Dubai is back on the center stage of activities on all fronts -- business, tourism, entertainment, aviation, sports, cultural extravaganza, shopping festivals, and all, and solidifying its position as the premier destination and hub of choice for businesses.

Proving that the economic recovery from the pandemic is complete and sustainable, Dubai is coming back to the centre stage to play host to hundreds of global events, attracting global businesses and tourists.

Dubai is fast becoming a hub of choice for businesses, associations and talent across a wide range of sectors and professions, raising the standing of the city as a preferred destination for events of all sizes.

The promising indication came from His Highness Sheikh Mohammed, Vice President and Prime Minister of UAE and Dubai Ruler, when he said: "We have successfully overcome the crisis. This has enabled the emirate to become one of the first cities in the world to reopen for international meetings and explore ways in which the world can accelerate recovery at the social, economic and health levels."

The evidence is that Dubai will be hosting more than 400 global economic events annually by 2025, after the emirate hosted 120 events in 2021 driven by a robust economic recovery after overcoming the Covid-19 pandemic.

These events, which are a combination of conferences, meetings and incentive travel programmes, will attract about 70,000 opinion leaders, scientists, government officials and other experts, to Dubai.

Dubai's attractiveness has not come overnight, but by systematic and visionary strategies guided by the leaders with focus on the future. All government departments, chambers of commerce, industry bodies as well as private sector companies are working in unison with the only motive to make Dubai the hub for world business, aviation, financial services, entertainment and leisure, culture and hospitality.

His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports and Chairman and Chief Executive of Emirates Airline and Group, said: "Through strategic planning, world-class measures and advanced technology, we have shown that we can overcome any challenge."

"The quick recovery and return to overall growth were through pragmatic measures backed by our ability to adapt quickly to maintain our hard-earned position as one of the world's most important aviation, tourism and trade hubs. We expect business growth to pick up speed in 2022," he added.

Dubai is now positioned as a global hub for business and leisure, as well as building on its credentials as an international events destination with the success of Expo 2020 Dubai and the UAE's Golden Jubilee celebrations. Expo 2020 Dubai has been attracting a large number of visitors. It recorded more than 10 million visits since it started last October. The UAE's global reputation as an attractive destination for foreigners to invest,



work and live has pushed it to the top of a new real estate index the Best Investment Migration Real Estate Index launched by Henley & Partners in partnership with Deep Knowledge Analytics, in response to unprecedented demand among global investors for alternative residence and citizenship options in the wake of ongoing turbulence and uncertainly caused by the Covid-19 pandemic.

Dubai's ranking as the No.1 Global Destination in the Tripadvisor Travellers' Choice Awards 2022 has given the city a milestone moment in the new year.

The ranking will also bolster Dubai's drive to achieve the vision of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice-President and Prime Minister of the UAE and Ruler of Dubai, to make the Emirate the most visited destination and the best city to live and work in.

Helal Saeed Almarri, Director-General, Dubai's Department of Economy and Tourism (DET), said: "Inspired by the visionary leadership of Sheikh Mohammed bin Rashid Al Maktoum, the city adopted a multi-pronged strategy to deal with the pandemic including a series of initiatives that further enhanced our global competitiveness and attractiveness as a multi-faceted destination."

"The city's handling of the pandemic and rapid economic recovery continue to be recognised by the global business community," he added.

Dubai is scaling up in global indexes every other day . The latest is The Most Popular Destination of 2022, wherein Dubai has been named the top scorer. Dubai has beaten popular holiday destinations such as London, Bali and Rome to become the most popular destination for 2022.

In a list released by Tripadvisor, Dubai has taken the top spot and is followed by London (UK), Cancun (Mexico), Bali (Indonesia) and Crete (Greece).

"Dubai is a destination that mixes modern culture with history, adventure with world-class shopping and entertainment," Tripadvisor said.

Dubai also launched initiatives to ease barriers to entry for business and leisure travellers, as well as long-term residency initiatives that offer pathways for deeper engagement and longevity with Dubai. These include the new visas and programmes such as Golden Visa targeting investors, entrepreneurs and specialised talents, the five-year multi-entry visa for employees of multinational companies, and the Virtual Working and Retire in Dubai programmes.

Issam Kazim, CEO, Dubai Corporation for Tourism & Commerce Marketing (DCTCM), said: "Dubai's ability to evolve and adapt, and focus on a diversified approach to international markets have been critical in ensuring that the city continues to retain its position as the leading business and leisure destination and global liveability hub as envisioned by our visionary leadership."

Some of the major events that Dubai won the bid to host last year include the 27th International Council of Museums general conference in 2025, the BIR World Recycling Convention & Exhibition in 2022, Asian Congress in Paediatric Nephrology in 2023 and the Congress of the International Society for Peritoneal Dialysis in 2024.

The UAE has hosted a number of large-scale in-person events, including The Big 5, Gitex, Arab Health and Arabian Travel Market.

"Beyond just attracting more visitors to Dubai, business events have a significant economic impact and contribute to knowledge development and innovation in the city," Issam Kazim said.

Scheduled to take place in 2022 are corporate meetings and incentive travel programmes including McDonald's Russia Convention, AIA Star Convention and Oriflame Anniversary Gold Conference.

One noteworthy organization is Dubai Business Events (DBE), the city's official convention bureau, which took out sales missions in key target markets and participated in industry roadshows across the world.

DBE will lead nine sales missions in traditional strongholds such as India, Europe and China, as well as markets where it sees strong opportunities for growth, including Israel and Latin America.

For digital transformation of air transport

The coronavirus pandemic has accelerated the digital transformation of airports and airlines as a key competitiveness and success factor.

The coronavirus pandemic has accelerated the digital transformation of the air transport industry, making digitalization a key competitiveness and success factor for the airlines and airports, according to the 2021 SITA Air Transport IT Insights.

A strong emphasis is on biometric ID management and digital health certificate verification. Sustainability is another key priority on their agendas with both airlines and airports prioritizing



IT solutions to help reduce carbon emissions, says SITA which has 2,800 customers in over 200 countries and territories, or 90 per cent of the world's airline business. Its solutions drive operational efficiencies at more than 1,000 airports while delivering the promise of the connected aircraft to more than 400 airlines on 17,000 aircraft globally -- almost every airline and airport does business with SITA and nearly every passenger trip relies on its technology.

First produced in 1999, the 18th edition of the annual survey had been conducted during August and September 2021. The survey represents the views and insights of carriers representing 30 per cent of 2019 global passenger traffic or 2.82 billion passengers, providing a clear insight into IT strategic thinking and developments for the industry. The Air Transport IT Insights research explores the views and insights from more than 180 IT decisions makers from leading airports and airlines covering 45 countries around the world.

In 2021, the air transport industry has been forced to adapt nearly all operations to adhere to rapidly changing regulations and travel requirements. Blockchain will become a key technology and bring new efficiencies to air travel. The report points to a significant increase in spending on digitalization and sustainability as key priorities by 2024. The majority of airlines (84 per cent) and airports (81 per cent) expect to spend the same or more in 2022 compared to 2021, with spending on automation of passenger processing seeing a significant rise. The report identified passenger health certificate verification as an area for urgent attention as airlines and airports invest in digitizing the process.



In 2021, staff across 81 per cent of airlines resorted to performing manual verification of health certificates in paper or scanned format. However, airlines want to automate the process over the next three years, with the majority investing in verification via a mobile app (51 per cent) and nearly half investing in kiosk-enabled health checks (45 per cent). To accommodate growing passenger traffic and anticipated congestion, nearly half of major airports surveyed plan to implement mobile app-enabled verification. Almost a third have plans for verification through kiosks by 2024.

Airline investment is also increasing in areas such as self-service through mobile services, unassisted bag drop, boarding gates, and bag notifications. Touchless and low-touch technologies – to make the journey easier, quicker, and safer – stay firmly in the investment mix, combined with investments in passenger identity management driven by biometrics. Nearly three-quarters (74 per cent) of airports now invest in biometric identity management solutions for passengers to drive safety and efficiency in the era of Covid-19.

Airlines have moved sustainability high up the IT agenda, with more than half (56 per cent) implementing new technology to

improve sustainability and a third (32 per cent) planning to do so by 2024. Many are exploring how IT can support their sustainability goals and ambitions as they respond to pressure to reduce carbon emissions in Scopes 1 and 2 of the Green House Gas (GHG) protocol, which focus on direct emissions from owned or controlled sources and indirect emissions from the generation of purchased energy.

The pandemic has greatly impacted airline spending on IT and telecommunications (IT&T). Whereas 2018 and 2019 saw a relative plateau in technology spend, 2020 witnessed a large increase as a proportion of revenue in 2020, reaching 7.58 per cent. This is predominantly driven by a rise in operating spending, which rose to 5.15 per cent in 2020.

IT continues to be a critical investment area for airlines that want to thrive and grow beyond the pandemic. By 2022, most airlines expect to start growing IT spending, with 84 per cent predicting absolute spending will stay the same or increase from the previous year. Airlines have maintained three top priorities for IT services investments for the next three years: a full 100 per cent of airlines are investing in cybersecurity initiatives, while cloud services (95 per cent) and mobile applications for passenger services (88 per cent) stay high on the agenda.

> **Self-service bag drop has seen an increase, with 68 per cent of airports having implemented assisted services and 75 per cent of airports expecting to have unassisted bag drop in place by 2024**



Other IT services are rising significantly in priority, with the majority of airlines investing in major programs for aircraft maintenance (86 per cent), business intelligence (85 per cent), and mobile applications for pilot services (85 per cent). During the coming three years, airlines plan to continue investing in emerging technologies. The top four priorities are unchanged, with a focus on data management and business models through business intelligence software (78 per cent), data exchange technologies (70 per cent), artificial intelligence (82 per cent), and Radio Frequency Identification (RFID) tracking (62 per cent).

The level of investment in artificial intelligence (AI) and data exchange technologies has slightly grown with 40 per cent of airlines having major XML programs (up from 34 per cent in 2020) and 39 per cent having major AI programs (up from 30 per cent in 2020). Airlines have nearly tripled investments in R&D programs for blockchain initiatives.

One of the most pressing demands on airlines during the recovery period is developing more efficient ways to verify passenger health certificates, avoid congestion at the airport and improve the passenger experience. By 2021, staff in the vast majority of airlines (81 per cent) have resorted to performing manual verification of health certificates, in paper or scanned format. Over the next three years, however, airlines want to automate the process, with most of them investing in verification via a mobile app (51 per cent) and nearly half investing in kiosk-enabled health checks (45 per cent).

In terms of the passenger journey, airlines are prioritizing automated health check implementation, check-in comes first (73 per cent), followed by boarding (64 per cent) and transit areas (64 per cent). Self-boarding remains a fundamental part of future airline strategy around passenger identity management, although investment has slowed in some areas in 2021.

The majority of airlines (65 per cent) are still focused on staff manually scanning passenger ID documentation. The usage of 'biometric only' gates has seen a significant increase, with 20 per cent of airlines have now implemented this type of self-boarding gate, up considerably from five per cent in 2020.

Their presence is set to increase further, with 50 per cent planning to implement 'biometric only' gates by 2024. All airlines plan to offer web check-in by 2024, up from 98 per cent today. The majority also plan to have automated check-in implemented by 2024 (65 per cent). Implementation of unassisted bag drop is increasing (69 per cent up

from 50 per cent in 2020, rising to 90 per cent by 2024).

Just over a third of airlines (35 per cent) have implemented automated boarding gates, with 65 per cent planning to have this implemented by 2024. More passengers are receiving real-time information sent to their mobile about their bags, with 25 per cent of airlines now offering this service (up from 13 per cent in 2020). By 2024, 69 per cent of airlines expect to offer this. About 40 per cent of airlines' staff are supporting passengers at check-in using mobile devices.



The majority (78 per cent) will be doing this by 2024. Almost all airlines (83 per cent) plan to provide staff access to real-time baggage status information by 2024, a considerable increase from 43 per cent today. Biometric ID management solutions for passengers continue to see considerable investment (76 per cent). Also high on the agenda are rolling out touchless solutions for passengers and staff (73 per cent) and integrating health and safety services for both passengers and staff (72 per cent).

The majority of airports (81 per cent) expect their absolute IT spend to remain stable or grow in 2022 compared to the previous year. Due to the increasing dependence on technology, digital services, and remote work patterns, it is not a surprise to see cybersecurity initiatives (94 per cent of airports investing), cloud services (86 per cent) and in-house virtual and remote IT services (83 per cent) as high priorities for airports over the next three years. Airports have identified self-service processes (84 per cent of airports with investment plans) and touchless solutions for both passengers and staff (83 per cent) as key for boosting the safety and efficiency of airport touchpoints.

2021 saw the majority of airports implementing manual passenger health certificate verification (68 per cent). Over the next three years, 32 per cent plan to invest in automation via mobile app-enabled verification. The primary points of the journey at which airports will seek to implement automated verification by 2024 are check-in (40 per cent) followed by the arrival (37 per cent). Self-check-in remains a key aspect of identity management solutions with about 23 per cent plan to implement self-check-in by 2024.

> **IT continues to be a critical investment area for airlines that want to thrive and grow beyond the pandemic**



The self-bag drop also remains key, with 46 per cent having invested (up from 35 per cent last year) and a further 32 per cent planning to do so. As for airport security, about 64 per cent are planning to have these implemented by 2024. Over the next three years, 38 per cent of airports plan to implement a secure, single biometric token for all touchpoints.

About 42 per cent of airports have implemented automated boarding gates, with a further 24 per cent planning to implement by 2024. Self-service bag drop has seen an increase, with 68 per cent of airports having implemented assisted services and 75 per cent of airports expecting to have unassisted bag drop in place by 2024.



Ali Ahmed Alnaqbi, Founding & Executive Chairman of MEBAA (Middle East & North Africa Business Aviation Association) and Chairman of IBAC (International Business Aviation Council)

Chartering new growth trajectory

Business aviation is coming back fast, and recovering steadily. It has recovered quicker than any other aviation sector and activities have already returned to pre-pandemic levels. What is the 2022 outlook?

In an exclusive interview with Via Dubai Ali Ahmed Alnaqbi says the industry outlook for 2022 is brighter and will mark new milestones.

The Middle East & North Africa Business Aviation Association (MEBAA) is the official representative of the business aviation industry in the Middle East and North Africa (MENA) region and is a member of the International Business Aviation Council (IBAC).

MEBAA is a non-profit association established in 2006 with the mission to provide a platform for members of the business aviation industry in the MENA region and to gather, understand, and communicate the needs and benefits of the industry.

Excerpts from the interview

The UAE aviation industry has almost recovered driven by the resilience power of the UAE economy as well as our leaders' vision and guidance. HH Sheikh Mohammed has said the UAE has overcome the Covid crisis. What is the state of affairs?

Business aviation is very resilient when it comes to the crisis that happened everywhere around the world and no doubt the business aviation in our region and in our country in particular continues to be strong and growing despite a lot of things happening around us.

The pandemic, something that was not accounted for, had actually put all the flights on the ground. Business aviation also was on ground in the middle of 2020. But everybody knows that business aviation is very fast to come around and get back on its feet and start flying again.

Can we say that we have already reached the pre-pandemic level now?
Of course we did. You know, if His Highness Sheikh Ahmed Saeed Al Maktoukm said so, there is no word after him. If we look at the figure of 2021, we saw growth up to 80% in the UAE, especially in Dubai, compared to the 2019 figures. And this year we are expecting a lot of things to happen. In fact, we have reached a higher level than in 2019.

What is the dynamics of the business aviation market in the MENA region?
If we talk about the business aviation market size, Saudi Arabia used to be the biggest market in the Middle East and North Africa. However, after the pandemic, things have changed, and the UAE took the lead in business aviation in terms of movements and the number of aircraft available here. The UAE clocked almost full recovery of 80% in 2021 over the previous year 2020.

This we achieved with the increased efficiency. For example, private jets can get landing permit in Dubai in half an hour to two hours, which used to take up to two days. In fact, Dubai is the number one airport in terms of speed of permit issuances.

How do you evaluate the support from DCAA?
DCAA is a very great support to the business aviation. Before the pandemic we used to have difficulty in landing aircraft in Dubai International Airport. When we spoke to DCAA, they made it possible in a bid to make Dubai the hub of business aviation.

DCAA support is very much appreciated as without their support we would not have reached where we are today.

What, according to you, are the factors that contributed to the growth of the aviation industry in the UAE?
At MEBAA we focus purely on business aviation and private aviation.

As it is, Dubai has emerged as business hub of the world with the support from the government, the vision of HH Sheikh Mohammed and HH Sheikh Ahmed, and the fact that all the players understand the need to remove the barriers and open the sky again to bring growth back.

In fact, lots of companies have moved to the UAE, because of the flexibility we have, the vision, the regulations and rules, and strict compliance on safety and security.

We have brilliant leaders who are welcoming everybody and open opportunities and be more flexible to receive whoever wanted to conduct business here. Business aviation is part of that, and we are so proud of the growth in the past 15 years. We always had a healthy growth in the number of companies and the number of movements in business aviation.



How do you compare the facilities available in the UAE to the rest of the world in terms of business jets and VVIP service?
Yes, indeed we are, and can compare to the best in the world. We provide the best service here, all in one place, the customer service, and security service. Remember, all our flights are international and to make them smooth and flexible our efforts are essential.

We have lot of areas and many companies provide that services that is second to none.

Which are the Fixed Base Operators (FBOs) available at DWC other than Jet Aviation and ExecuJet.?
There are many companies doing FBOs and handling aircraft. In the VIP Building there are four companies now and the latest one is COMPRESS (please correct the name) and they handle the aircraft.

There are about seven companies doing FBOs, including Jet Aviation and ExecuJet.

How important are MROs for the growth of business aviation industry?
MRO is an important element in business aviation and we encourage to have more MROs. This will help increasing the movement and increase business by all means. Operators will move to places where facilities to do maintenance for aircraft are available, such as Dubai International Airport or Dubai South.

This region accounts for a small portion of the business aviation fleet which totals just 3% of anticipated aircraft deliveries over the next decade. Will there be a reversal in this trend as the



aviation sector has recorded the fastest recovery in the world and an optimistic outlook?
Yes, it is going to be reverse with the kind of rapid growth outlook and some Fortune 500 companies preferring to set up their regional headquarters here.

This number will always change, but how much and how big, what's the difference, etc all subject to various situations. For example, the US has about 21,000 aircraft, including helicopters, turbo prop or jets, whereas in the UAE the number does not exceed 500 aircraft. Therefore, we cannot compare the numbers. But when it comes to growth, the Middle East is number one in terms of movements. The growth is bigger here percentage-wise as we have been leading for many years. The way it is now going, we will have new record in 2022 compared to 2021. However, it depends on how the pandemic is going to play out, which we cannot predict. The control is not anymore in the market, but in the respective countries. If they decide to close, we cannot do anything.

How do you promote local companies and academic institutions to attract local talent to business aviation?
Indeed, a lot of companies are international. The high levels of promotions offering flexibility and business potential have resulted in many international companies establishing their presence here and shifting their headquarters to the UAE.

Simultaneously we promoted the concept of business aviation among local companies as well as educational institutions.

We also talked to the academic institutions and local companies to include business aviation in their syllabus to attract local talents to the field of business aviation.

Our experience some 15 years ago was that most of the people working in the business aviation industry have come from abroad.

Now we have a good number of locals or resident expatriates in the business aviation industry. We have the local manpower as a result of giving training and more opportunity to them.



Recently after the pandemic, some of the borders were closed and there was great demand for chartered flights. What is the kind of demand for chartered flights now?

Any crisis anywhere does increase the demand for chartered flights as we have seen during the pandemic when borders closed. But people had be transported, and we did that.

The pandemic has forced airlines to be on the ground, but lot of people wanted to continue to travel. The only gateway was business aviation. So we continued flying during that closure and lots of passengers moved from airlines to business aviation.

Most of the flights were to Europe, but there were many flights to the Asian countries, Indian sub-continent and Africa. Within the GCC also, there were lots of flights, particularly between the UAE and Saudi Arabia.

Business aviation could operate the repatriation flights that scheduled airlines could not do.

Business aviation was the gateway when airline industry was totally closed. With special permission we were flying, bringing people back home. So business aviation has always been playing an important role.

This is why we always kept saying that we are a pillar of the economy when it comes to business aviation. We play that role in all conditions, whether it is normal circumstances or crisis.

What are the challenges you foresee in 2022 for reaching a global level?

The one and only challenge is the pandemic itself. We could overcome all other challenges with the flexibility we have, the government support, rules and regulations the infrastructure we have.

Of course, when new rules come from ICAO we have to adopt to that, but there is always an understanding how to apply the rules and regulations. This is what makes the difference in the UAE.



Alnaqbi is the first Arab to be chairman of IBAC. What's his contribution to the aviation industry? Could he take up some of the regional issues at the forum to find solutions? How far it has helped the region?

"IBAC, which looks after business and private aviation, has been existing in the past 40 years, but this region has little knowledge about this body. I became a board member of IBAC in 2007, and in 2015 I became the treasurer; from 2017 to 2020 I became the Vice Chair and in 2020 I took over the chair.

The council, based in Montreal, was always led by Europeans or Americans. All the rules and regulations go to ICAO from IBAC and we had our say. And that's very important.

Everybody is looking at the Middle Est as one of the important markets for business aviation. Things have changed from a situation 10-15 years ago when nobody considered the Middle East, and never figured in their analysis or projection. Now they reckon the importance of this region, specifically the UAE and Dubai. We are now playing a leading role."



Christine Ourmières-Widener, CEO of TAP Air Portugal

Airlines are restructuring to remain flexible

TAP Air Portugal had been the first European airline to go all jet in 1967 and moved into the jumbo era with the Boeing-747 in 1972. Today, the all-Airbus operator has a fleet of 82 aircraft made up of A320s and A330s. It was the launch customer for the Airbus A330neo.

Christine Ourmières-Widener, CEO of TAP Air Portugal talks to the IATA magazine.

Edited excerpts:

How difficult has it been to manage day-to-day operations in the ever-changing travel restrictions?
It is very difficult as it is an extremely complex situation. The biggest problem is unpredictability. We are having new waves, new variants and the impact is different in every country. Airlines or their customers can't plan with any certainty. One dimension that doesn't often get mentioned is the number of airline staff testing positive and having to self-isolate. The European Commission (EC) also needs to keep an eye on how well the slot system is working. Airlines must never be in the position of having to fly just to maintain a slot.

How has your strategy changed from pre-pandemic aspirations?
TAP Air Portugal is a much smaller airline than it was in 2019. That is a simple fact. It is the same for most airlines. Still, at this point (January 2022), I think the summer season will be positive. The evolution of the virus, together with vaccinations, means we will no longer worry about stop-start operations and airlines will be able to plan with more confidence. Airlines must remain flexible. Not all stakeholders can adjust operations or even make decisions at the same pace.

Has the pandemic made governments realize the value of aviation or do the on-off travel restrictions show they have yet to understand how the industry operates and its social and economic benefits?
We have been fortunate that the Portuguese Government has supported us 100 per cent. They understood the challenges we faced and have helped us throughout the pandemic.
All industry stakeholders and regulators have a different perspective, different interests, and a different balance sheet. What they think should be done and what can do is extremely varied. At the same time, other

industries are shouting out to governments for assistance. And you also have to remember that airlines have very different business profiles, from low-cost carriers to full-service legacy carriers so their requirements are unique. How governments value aviation is another complexity. There are no easy answers.

What more can aviation do to improve diversity and why is it important?
Diversity and inclusion are always important. These are not issues that have only come to the fore because of staffing problems caused by the pandemic. Everything we put in place should always consider diversity and inclusion. Airlines must keep engaging with all people.

There is no magic recipe to change the current situation in aviation. It takes time and ensuring you think about diversity in everything you do. We are seeing more women in aviation, but we are still an exception. For me, it was a challenge to be the only woman in the room. You build resilience and you learn to adapt and to take different approaches.

What must airline partners do to help airlines achieve the 2050 net-zero carbon commitment?
The industry is making a tremendous effort to be green. Airlines are flying aircraft with engines that we don't manufacture. We are flying aircraft that we don't design or build. Nor do we have much say in how airports grow or operate or how air navigation service providers manage the skies. Our partners must speed up their agenda. We need to go faster.

What airlines can do is reduce the weight on an aircraft and there are numerous workplace initiatives we can follow as a company. After all, sustainability isn't only about the carbon footprint of a flight. The UN Sustainability Goals guide us at TAP Air Portugal. We are big players in Brazil and so we take deforestation of the Amazon very seriously.

What do we need to make sustainable aviation fuels commonplace?
Sustainable Aviation Fuel (SAF) are another huge investment. This is about ensuring alignment with all industry stakeholders and urging them to match the speed of airline requirements. Airlines need solutions that are tested and certified.

We simply can't fly on SAF without that approval. We have to rely on other people to improve SAF production and availability. The demand from airlines is definitely there. The expectations of passengers are very low at the moment. For them, travel is a painful experience. The first thing we need therefore is consistency in regulations at the global level. For now, customers view travel processes as a risk. In future, that will change and technology will play an important role. We will need to get to the point where every customer has an individual experience.

> **Diversity and inclusion are always important. These are not issues that have only come to the fore because of staffing problems caused by the pandemic**

What technologies excite you for serving the customer or improving operations?
Artificial Intelligence is interesting in bringing individual experience but all technologies on the operational side are important too. The great thing is that technology brings data as well as improves performance. And that data will help analyses and trend identification and enable airlines to further refine the passenger experience and operations. Passengers always expect privacy regarding their data, but surveys have shown they are willing to share that data to get a bespoke experience. All this doesn't mean we don't need humans. In a difficult situation, such as the current pandemic, passengers often want to speak to a human. And it would be hard to deal with the constantly changing requirements through contact-less options. Airlines must think about the service they want to provide.

Has the value of cargo been realized by airlines and what are the long-term prospects for this sector?
There is no doubt cargo has a different reputation now. TAP only had a belly cargo business but it became very important, and we are now in the process of converting some passenger aircraft to freighter operations. Cargo has become a serious revenue stream. But it is important to consider the long-term prospects and what will happen to yields, the maritime industry, and so forth.

That concerns me and we are looking very carefully at forecasts. We all know the industry goes in cycles, so cargo will struggle again. You can't become too exposed.

What do you see as the biggest challenges or trends in aviation over the next few years?
For TAP Air Portugal, we need to consolidate our network. We have not yet relaunched all our destinations in Brazil—that will happen in the summer. TAP is a member of Star Alliance and that alliance and other code-shares will continue to be important. All airlines are restructuring. We need to wait to see what will happen after that. This will become an opportunistic industry and airlines will make market-by-market decisions.



Emirates enters 2022 with optimism

Emirates, the world's largest long-haul airline, has built up impressive momentum in 2021 and is expected to pick up speed in 2022. "Despite the rise of the latest coronavirus variant and the slight slowdown it brought to our network, we are going into 2022 with optimism," remarked His Highness Sheikh Ahmed bin Saeed Al Maktoum, President of Dubai Civil Aviation Authority, Chairman of Dubai Airports and Chairman and Chief Executive of Emirates Airline and Group. "We expect business growth to pick up speed in 2022. Aviation has always been resilient. We will continue to work with our industry partners to build back better for our customers and communities."

The International Air Transport Association (IATA) and major aeroplane-makers expect commercial aviation to make a comeback by 2023-24. The carrier progressed on its recovery path by rebuilding its passenger network to 128 cities by December 2021, including a new route to Miami launched in July. At the end of 2021, all of EK's 133 Boeing 777 aircraft and nearly 60 of its A380 fleet are in active service. Over 120 Emirates Lounges and partner facilities have reopened to serve EK's premium customers and frequent flyers.

Emirates is expecting to return to profitability in the 2022-2023 fiscal year as travel restrictions ease and passenger demand recovers. The airline plans to revisit its pre-crisis growth plans in the 2022-2023 financial year.

Source: Gulf News

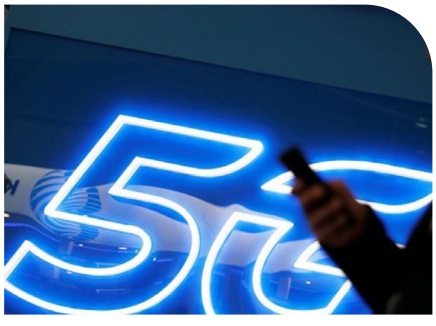
UAE rolled out 5G without any incident at airports

The UAE has successfully rolled out 5G at its airports without an incident, similar to 40 other countries. However, the US aviation regulator Federal Aviation Administration (FAA) worries the C-Band strand of 5G could interfere with radio altimeters and significantly hamper low-visibility operations. As a result, many airlines, including Emirates, Air India, All Nippon Airways, Japan Airways and Lufthansa, suspended flights to US destinations.

Following the FAA's statement, the US telecom firms AT&T and Verizon agreed to delay the launch of 5G near the US airports. Aviation analysts say that it should not be a cause of concern for the airlines operating a modern fleet of aircraft, such as the UAE.

The UAE had begun rolling out 5G in mid-2019. The issue is overlapping bands between the 5G range and radar range, and both are internationally mandated. The 5G, specifically C-band, is between 3.7 and 3.9 GHz, and the radar band is between 4.2 and 4.4 GHz, so there is a distinction. The issue is adjacent interference — picking up information from instruments outside the band. This potentially has an impact on a piece of equipment on the aeroplane called a radar altimeter, which measures the altitude of the plane 200 feet before landing, says Sabimir Sabev of Alvarez & Marsal Dubai. "If the airline has relatively a modern pool of aircraft, like the ones we have in the UAE, I don't think there will be much of an issue. Some of the low-cost operators may have a slightly more aged asset base," he said. 5G has been rolled out in more than 40 countries without any problems.

Source: Aviationpros.com





DAE completes placement of 14 Boeing 737 MAX aircraft

Dubai Aerospace Enterprise (DAE) has completed the placement of 14 Boeing 737 MAX-8 aircraft with two long-standing customers. The order was placed with Boeing in March 2021.

Aeroméxico will receive 12 aircraft and Icelandair will receive two. Deliveries commenced in October 2021 and all aircraft are scheduled to be delivered before the end of the first half of 2022.

"We thank Aeroméxico and Icelandair, both long-term customers of DAE, for their ongoing trust in DAE and wish them much success with their new fleet additions," said Firoz Tarapore, CEO of DAE.

As of December 31, 2021, DAE had 153 Boeing aircraft in its fleet, including 30 Boeing 737 MAX-8 aircraft. Last year in April, DAE signed an agreement to acquire 15 Boeing 737 MAX 8 aircraft from Boeing.

The order was valued at approximately US$1.8 billion at list prices. In 2021, DAE signed 200 lease agreements and sold 30 aircraft, compared to 125 in 2020. The Dubai-based aircraft lessor said its fleet had about 425 aircraft.

Source: Gulf News

RoyalJet Group expands fleet with BBJ acquisition

RoyalJet Group, the Abu Dhabi owned and operated global leader in premium private aviation, has expanded its growing fleet with the acquisition of another Boeing Business Jet.

The aircraft is currently undergoing technological and communications upgrades in Basel, Switzerland. It is expected to be available for charter globally in April 2022. This Boeing Business Jet (BBJ) boasts 23 passenger VVIP interior with a forward crew rest area for long journeys, a private master bedroom with a private lavatory and shower, and a mid-cabin open-plan VVIP lounge.

It has been finished with state of the art materials and a custom configuration designed for functionality and maximum comfort and can sleep up to 12 in VVIP lie-flat seats and its queen-sized bed.

Passengers will also be able to stream high definition video content throughout the flight, including via their own personal accounts with providers such as Apple TV, Netflix and Amazon Prime Video utilizing the industry-leading on board the Wi-Fi system.

Source: Zawya.com



RAK Airport signs agreement with Action Flight

Ras Al Khaimah International Airport has signed an agreement to establish its airfield as the operational base for the new aviation adventure tourism business. The collaboration with Action Flight Aviation will see the airport become a hub for unique aerial experiences for residents and visitors to the emirate, as well as provide a base for Action Flight's advanced pilot training program.

The collaboration allows residents and visitors the opportunity to take part in a range of aviation adventures designed to thrill and excite, such as aerobatic flights, skydiving, and hot air ballooning.

The agreement also aims to contribute to RAK's ambitious destination development strategy and enhance its growing reputation as the adventure capital of the UAE. The new alliance is set to provide an operational base for Action Flight's VERTICAL training program. Specializing in Upset Prevention and Recovery Training (UPRT), which is now mandated for all new commercial, private jet, and airline pilots, both locally and internationally, the program will attract professional pilots from across the region and beyond to upgrade and refresh their skills.

Source: Zawya.com

Middle East to see pilots shortage in 2023



The Middle East will need 54,000 pilots by 2040, according to Boeing.

PilotsGlobal, a US-based digital platform for pilots to find employment at airlines around the world, expects the Middle East will face a new pilot shortage as early as 2023 due to the dearth of local candidates to operate the region's airlines. The firm predicts that the number of pilots required in the region will stand at approximately 15,800 by 2023 and around 28,000 by 2031, eventually climbing to the 54,000 estimated by Boeing in 2040. Alone among regional carriers, Emirates, which employed almost 4,050 pilots by October 2021 and Qatar Airways, with almost 3,600 pilots, will need an additional 3,150 and 2,250 flight-deck crew, respectively, when the aircraft that comprise their order backlogs finally gets delivered.

Given that most airlines in the region required expat pilots to have accumulated more than 5,000 hours of flight time for vacant positions, PilotsGlobal believes it is well placed to fill cockpit seats when airlines begin to hire again. Most of the pilots using the platform have EASA and FAA licenses, with the majority having over 10,000 hours of flight time on the Boeing 777, 787, and Airbus A330, type ratings that are popular among flag carriers in the Middle East.

The Middle East hiring trends would depend on the pace of recovery from the pandemic. Qatar Airways which made one-third of their flight crew or 1,300 pilots redundant due to the pandemic is recalling B787 and A330 pilots and is recruiting Gulfstream captains.

Source: AINOnline.com

Gulf Air signs MoU with DHL



Gulf Air, the national carrier of Bahrain, has signed a Memorandum of Understanding (MoU) with DHL, the world's leading logistics company, to explore opportunities for commercial, technical and cargo collaboration.

Gulf Air currently serves its network with a combination of wide and narrow-body fleet of Boeing and Airbus aircraft. DHL has over 400,000 staff in over 220 countries and territories and delivers around 1,614,000,000 parcels per year.

Captain Waleed AlAlawi, Acting Chief Executive Officer of Gulf Air, and Nour Suliman, Chief Executive Officer of DHL Express Mena, signed the MoU.

"We are always keen to explore ways to enhance our commercial partnerships and to get involved in every related sector of the aviation industry. Logistics is an integral part of our day-to-day operations, and we are extremely impressed with the services provided by DHL. We look forward to embarking on mutually fruitful relations with this world-renowned courier" said Captain AlAlawi. Nour Suliman said: "The aviation industry has its eyes set on recovery following the difficult year we had in 2020. As the airspace is opening up as Covid-19 restrictions gradually ease, we are delighted to sign this Memorandum of Understanding with Gulf Air to set the stage for logistic services between Gulf Air and DHL and enhance our relations with one of the favourite airlines in the region."

Source: Gulf Air Press Release

Oman Air targets 2024 break-even

Oman Air is seeking additional financial assistance from the government and will raise more debt as it recovers from the coronavirus pandemic, with a target of breaking even in 2024.

The state-owned Gulf carrier has received government aid during the pandemic but further state support was needed to help cover next year's operational costs, its CEO told British newswire Reuters. He did not disclose how much support had been received so far, or how much more the airline needed.

The airline has raised debt against non-core aviation assets like hotels and planned to raise more to cover operational costs.

The loss-making airline is still receiving government aid but the support has been at lower levels than in past years. The airline had laid off 15 to 20 per cent of its 5,800 staff during the pandemic but the workforce will be expanded now as operations have been increased in response to passenger demand. Oman Air is currently operating about 40 per cent of its fleet and will increase it to 60 to 70 per cent in Q1 2022. The airline has a wide- and narrow-body fleet of 40 jets and expects to return to pre-pandemic passenger traffic of 9.5 million a year by 2023, by which time it also expects to have rebuilt its network of 52 destinations.

Source: Zawya.com



Gulf Air gets the highest Covid-19 safety rating

Gulf Air, the national carrier of Bahrain, has been certified with the highest 5-Star Covid-19 Airline Safety Rating, becoming one of sixteen airlines in the world to currently achieve this top recognition and the third airline in the Middle East to gain this rating. The Skytrax Covid-19 Airline Safety Accreditation is regarded as a global benchmark for evaluating Covid-19 safe travel.



The Safety Audit analysed all the relevant health and hygiene measures introduced by the carrier in response to the pandemic. The audit evaluated front-line facilities and service systems in the airport environment and onboard flights to determine if the procedures were effective, consistent and compliant with the required standards.

The audit also integrates analysis of the airline's implementation of health, hygiene, and safety measures in accordance with the recommendations of the ICAO Council's Aviation Recovery Task Force and the European Union Aviation Safety Agency (EASA) and the European Centre for Disease Prevention and Control (ECDC) Aviation Health Safety Protocol.

Source: Skytraxrating.com

Qatar to introduce airport passenger tax from April

Qatar will introduce the new mandatory passenger fees starting the first day of April and will include the tax on security and air freight infrastructure. Passengers arriving, leaving or transiting through the Hamad International Airport in Doha will now have to pay extra service tax. Qatar Civil Aviation Authority says an official notice has been sent to all airline managers and travel agents which included the amendment of the current fees and the introduction of new security and air freight infrastructure fees at Qatari airports. The new tax is applied to all tickets issued on or after February 1, 2022.



The fees include the following four additions: QAR60 per passenger: Airport development fees for all departing passengers, including those transiting for up to 24 hours. QAR10 per passenger is for passenger safety and security fees for all departing passengers, including those transiting for up to 24 hours.

Children under the age of two, transiting passengers on the same aeroplane, flight crew on duty, and forced flight redirection due to 'valid reasons' are exempted.

Source: Doha News

Moroccan airports expect 14 million passengers in 2022

Morocco's National Airports Office (ONDA) has forecast revenues of MAD2.8 billion in 2022 as air traffic in the country is projected to reach 14 million passengers. Morocco's commercial air traffic facilitated the travel of more than 9.9 million passengers in 2021, up 38.9 per cent compared with 2020. ONDA officials allocated a budget of about MAD2 billion for this year's action plan, half of which will be for the development of airport capacity. It attributed the positive performance to the improvement in air traffic which stood at 9.97 million passengers, representing 40 per cent of the traffic achieved in 2019.

Sixteen Moroccan airports have obtained the Airport Health Accreditation label issued by the Airports Council International (ACI).

Royal Air Maroc (RAM) is resuming its international flights to and from Morocco. The national carrier will provide flights from and to 49 destinations. Casablanca's Mohammed V Airport welcomed 4,150,015 passengers in 2021, up by 38.4 per cent compared to the year before.

Source: Morocco World News



Dubai named most popular destination of 2022

Dubai has beaten popular holiday destinations such as London, Bali and Rome to become the most popular destination for 2022. In a list released by Tripadvisor, Dubai has taken the top spot and is followed by London (UK), Cancun (Mexico), Bali (Indonesia) and Crete (Greece).

"Dubai is a destination that mixes modern culture with history, adventure with world-class shopping and entertainment," Tripadvisor said. Rome (Italy), Cabo San Lucas (Mexico), Istanbul (Turkey), Paris (France) and Hurghada (Egypt) completed the top 10 of the 'Travelers' Choice 2022: Popular Destinations – World' list. Dubai is not the only Arabian Gulf country on the list. Qatar's capital Doha is placed 22nd. Two Indian cities – New Delhi at 15th and Jaipur at 19th -- also made the cut.

Issam Kazim, CEO, Dubai Corporation for Tourism & Commerce Marketing, said: "Dubai's ability to evolve and adapt, and focus on a diversified approach to international markets have been critical in ensuring that the city continues to retain its position as the leading business and leisure destination and global liveability hub as envisioned by our visionary leadership.

Source: Gulf News

UNWTO seeking new ideas to restart tourism

The UN World Tourism Organization (UNWTO) has called for new ideas to restart the tourism industry. The UNWTO is one of the 15 specialized agencies of the United Nations which aims to promote tourism around the world and make it the driving force of economic growth and sustainable development.

UNWTO Executive Director Zoritsa Urosevic said tourism has been the sector hit hardest by the crisis, as well as all the people and the livelihoods that depend on it. "Basically, this has been a very tough two years, but we see that, in the future, we will have to fully rethink the sector, and that's maybe an opportunity." Developed countries were much better prepared to support the hit, mostly with financial packages to support the industry.

Zoritsa Urosevic says this has been certainly the biggest crisis ever for the sector. "Basically, it's like we went back 30 years in 2020. Over the past three decades, tourism has been steadily growing by around four per cent every year. Now we have a situation where we have a lot of supply, a lot of businesses, and no tourists."

The UNWTO has called for the harmonization of travel protocols which have been very volatile. The most successful countries have been the ones that were able to communicate very clearly and spell out the protocols. The tourism sector, the official said, is very resilient and that tourists will come back.

Source: UN News



UAE to remain preferred Gulf destination for Russians

Russia has grown to become the second-largest source market for Dubai's travel and tourism sector in 2021, climbing from eighth place in last year's rankings, according to data released by Reed Exhibitions (RX), the organisers of Arabian Travel Market (ATM) 2022.

The report said that the UAE is also likely to retain its status as the preferred GCC destination for Russian visitors over the longer term, accounting for more than 90 per cent of inbound arrivals in 2026.

In addition to the volume of inbound visitors to the UAE, the average spend of Russian travellers is expected to grow significantly between 2021 and 2026, increasing by US$85 to reach approximately US$1280 per person during this period.

Consequently, the Russian market is on course to surpass US$1 billion for the Emirates within the next four years. Dubai is among the first destinations to open its borders to Russian travellers without the need to quarantine has no doubt been a significant factor in the sustained levels of vi vtion, with 296,000 inbound arrivals to the emirate in 2020.

Source: WAM

Bahrain to realign tourism promotion plan

Bahrain will align its tourism promotion strategy with the national carrier Gulf Air's offices around the world. This marks a shift from the Bahrain Tourism and Exhibitions Authority's (BTEA) plan to have dedicated tourism promotion offices in certain markets. The shift in strategy is aimed at increasing the tourism sector's footprint in the national economy. It will continue to maintain dedicated offices in three of our biggest markets – Saudi Arabia, India and the UK.

The new strategy for 2022-2026 is a continuation of Bahrain's inaugural tourism strategy launched for 2016-2019 which focused on facilitation of entry, development of tourist attractions, marketing and promotion and providing adequate accommodation to tourists.

Under the previous strategy, the BTEA focused on opening representative offices in multiple markets including Russia, Germany, China and Kuwait, while the new direction focuses on closer integration with Gulf Air and fewer specialised offices.

In 2019, the representative offices contributed BD35 million to the national economy and attracted 140,000 visitors. Under the 2022-26 tourism strategy, the BTEA is hoping to increase the total number of tourists to 14.1 million by 2026, the average daily visitor spends to BD74.8 and raise the average tourist's stay to 3.5 days.

Source: Zawya.com





Wellness Tourism projected to reach US$817 billion in 2022

The Global Wellness Institute has released new data regarding the wellness tourism market which suggested the market will reach US$817 billion by the end of 2022. The market reached a record US$720 billion in 2019 but took a drastic hit in 2020, falling to US$436 billion due to the pandemic.

GWI's data shows that secondary wellness tourists — travellers seek wellness experiences while on a trip for leisure or business — made up 92 per cent of wellness travel in 2020.

The top five destination markets for wellness tourism expenditures in 2020 are United States US$162.1 billion; Germany US$59 billion; France US$21.3 billion; China US$19.5 billion and Japan US$19.1 billion. The market is estimated to reach US$1.3 trillion by 2025 — the fastest growth rate of any wellness market through that year. The projected spike is the result of wellness travellers spending more per trip than the average tourist.

Source: Front Office Sports

Iceland expects one million tourists In 2022

Despite a short-term dip in tourism due to the Omicron variant of the Covid-19 pandemic, a new report estimates up to 1.2 million tourists will come to Iceland in 2022 - a 70 per cent increase on 2021 but still be lower than pre-pandemic highs. In the macroeconomic forecast for 2022-2024, Íslandsbanki Research picked out tourism as a key factor in Iceland's potential economic growth in the coming years. The latest Iceland travel rules allow fully vaccinated travellers to enter the country upon presentation of a negative test result taken 72 hours prior to arrival. Check this excellent official tool for the latest information before you book. Travellers planning a trip to Iceland in 2022 have several new attractions to look forward to, most notably in the Westfjords region. About 700,000 tourists visited Iceland in 2021, a 45 per cent increase over 2020 when Iceland's summer high season was wiped out by pandemic travel restrictions.

Source: Forbes.com

Halal Tourism growing despite uneven travel recovery

London-based HalalBooking is anticipating a recovery in the international travel industry this year, which it hopes will reignite its growth plans.

"We expect that the travel industry will continue its recovery further in 2022 as many economies continue to open up for international travel and reduce travel restrictions significantly with the continuous and wide global vaccine roll-out," it said. The company said it has over 300,000 customers from more than 110 countries and more than 3,000 affiliate agency partners providing a service to halal-conscious travellers throughout the world. It is expecting an acceleration with an estimated 50-70 per cent organic growth rate to an estimated US$50-US$60 million.

In 2019, HalalBooking recorded sales of US$31 million. However, in 2020 at the height of the pandemic, the travel sector suffered severe strain and the company's sales dropped to US$8 million.

Source: Arab News

Italy sees a major labour shortage in the tourism sector

About 263,000 tourism-related jobs were discontinued in Italy by the end of 2021– accounting for a massive labour shortage in the country. The stats were revealed by the global tourism and travel body, World Travel and Tourism Council (WTTC), as part of research conducted with Oxford Economics on the period between the second half of 2021 and 2022.

"If we cannot fill these vacancies, it could threaten the survival of travel and tourism businesses up and down Italy. Companies dependent on tourism have been hanging on for the upside; this is just another blow that many may not survive, says Julia Simpson, WTTC's CEO. According to WTTC, the Italian Travel and Tourism sector witnessed 215,000 jobs lost in 2020, which make up for about a 12.4 per cent reduction in direct employment.

Although people travelled more in the second half of 2021, the labour demand surpassed the supply. Next year, the labour market is anticipated to improve as a high unemployment rate in Italy is evident, although staff shortages could remain within specific tourism sectors.

Source: Schengenvisainfo.com





Turkey eyes US$35 billion in tourism revenues in 2022

Turkey is aiming to generate US$35 billion in tourism revenues in 2022. In 2019, Turkey welcomed nearly 51.7 million foreign tourists and revenues amounted to US$34.5 billion. However, amid the Covid-19 pandemic, foreign tourist arrivals and revenues declined to 16 million people and US$12 billion, respectively, in 2020.

The global tourism activities shrank up to 80 per cent during the pandemic but the contraction in Turkey was 68 per cent in terms of visitors. Turkey witnessed a V-shaped recovery in the tourism industry in 2021. Last year, 29 million tourists visited the country and revenues amounted to US$24 billion.

Turkey launched the Safe Tourism Certificate scheme in the wake of the pandemic. Under this program, tourist facilities were strictly inspected at least twice a month and the rules were changed as new variants of the coronavirus emerged. Other countries adopted similar schemes months after Turkey launched it. The Safe Tourism Certificate program will become permanent and its name will be changed to the Safe and Green Tourism Certificate in 2023.

Source: Hurriyet Daily News

Boeing posted the highest sales level since 2018

The American aircraft manufacturer has sold a net of 535 new aeroplanes in 2021 after factoring in cancellations, ahead of its chief rival, Airbus of Europe. It received 79 new orders for aircraft in December, capping its best year of sales since 2018 as it tried to move past a prolonged crisis caused by two crashes of the 737 Max jet.

That was a big turnaround from 2020 when cancellations exceeded new sales by 471 aeroplanes and were just ahead of Airbus. Boeing delivered 340 aircraft to customers, far fewer than Airbus. About two-thirds of the aeroplanes sold last year were variants of the Max, which regulators around the world grounded for nearly two years after the crashes, which killed a total of 346 people.

Boeing's December orders included the sale of 50 Max jets to Allegiant Air in what amounted to a big shift by the budget airline, which typically buys used aeroplanes. Boeing also sold a record 84 freighter planes last year, reflecting strong demand for air cargo. At the start of this year, the company had 4,250 orders in its backlog, about 80 per cent of which were for the Max. Airbus, which is based in France, said it sold 507 aeroplanes last year and delivered more than 600. It has an order backlog of 7,082 planes.

Source: New York Times



10 new airlines start life in 2021



Despite the Covid-19 pandemic continuing and air traffic still to regain its lost momentum, 10 new airlines have entered the market across the world in 2021 seeking new opportunities.

Italy-based ITA Airways offers flights to destinations in France, Egypt, Germany, Greece, Israel, Malta and the Netherlands. Flights to Japan, Luxembourg, Argentina and the US are expected to begin this year.

Breeze Airways plans to fly from small regional airports in a point-to-point model. Longer flights to South America and Europe are under consideration. The airline currently has a fleet of 14 aircraft and is expecting 112 more aircraft in the coming years.

Eurowings Discover by Lufthansa Group serves long-haul leisure routes. It has a fleet of 10 aircraft and serves around 17 destinations. The airline currently has a fleet of three Airbus A320s and seven A330s. Flyr, the Norwegian LCC is operating flights within Norway and multiple European destinations with five aircraft.

Avelo, a ULCC, operates out of Hollywood Burbank Airport in California and has planned to invest US$1.2 million. Play, an Icelandic LCC connects Reykjavík with 10 other destinations with a fleet of four aircraft. It offers scheduled flights to Copenhagen, Paris, Berlin, Amsterdam, Tenerife, and London.

Source: Samchui.com

Corendon Airlines first in Europe with IATA Travel Pass

Following the conclusion of successful IATA Travel Pass trials in November 2021, Corendon Airlines will implement the app on select flights across its network. It is the first airline in Europe to fully integrate IATA Travel Pass on its flights.

IATA Travel Pass offer passengers a safe and secure way to manage their Covid-19 test and vaccination certificates for travel and check they have met all health requirements for their destination. Passengers can store all their test results and vaccination documents related to Covid-19 on IATA Travel Pass and submit these documents electronically before their journey.

Source: IATA News



LATAM to serve a record number of Brazilian airports

In 2022, LATAM Brazil will serve a record number of Brazilian airports. The South American carrier has been dominating the Brazilian domestic market and plans to continue recovering in 2022. LATAM Brazil will launch flights in at least six new destinations in 2022.



The company is already selling tickets to fly to Montes Claros, Juiz de Fora, Presidente Prudente, Caxias do Sul, Cascavel, and Sinop. The new destinations will receive LATAM's flights in March 2021. Once they are inaugurated, LATAM would be flying to 56 airports across Brazil, representing the most extensive domestic map route of the company's recent history. The carrier hopes to start 2022 by recovering 100 per cent of its pre-pandemic domestic capacity. Currently, LATAM Brazil offered 18,128 flights in December 2021.

The airline is offering 3.2 million seats across the country. According to Cirium, LATAM Brazil offers 15.3 per cent fewer flights and 14 per cent fewer seats than two years ago. LATAM Brazil has carried 17.2 million domestic passengers in 2021. It has a 31.49 per cent market share, surpassed only by Azul (37.15 per cent share).

This year, the airline is eyeing six new domestic destinations across Brazil. As of December 2021, these destinations have 1,130 scheduled flights operated by Azul Linhas Aereas and GOL. LATAM will start flying to Montes Claros from São Paulo Guarulhos in March.

Source: Simpleflying.com

Buying flight tickets from vending machines in Japan

A Japanese airline is using a vending machine to sell flights to mystery destinations — and it has become very popular. Peach Aviation first placed a machine in Osaka in mid-August 2021 as a marketing ploy, dispensing capsules with surprise trips inside. Since then, the airline has sold more than 3,000 capsules, including as many as 150 in a day, and set up a second vending machine in a department store in Tokyo's Shibuya district. Each capsule costs ¥5,000 (US$44) and includes a piece of paper with a specific destination on it along with a promo code with points to be used toward the purchase of a ticket there. Most capsules contain codes for at least 6,000 points, which is equal to ¥6,000. Destinations include popular hotspots throughout Japan, like Sapporo. The machine in Osaka offers people the chance to fly on 13 routes, while the machine in Tokyo offers the chance at 11 different routes from Narita Airport.

Vending machines have been used for everything from pecan pie to rare books and even Champagne in recent years. In 2021, McCarran International Airport in Las Vegas started selling PPE like gloves and masks out of vending machines. Oakland International Airport in California became the first airport in the US to sell Covid-19 tests in vending machines.

Source: The Mainichi





Vienna Airport installed rentable sleeping pods at T3

Vienna Airport has installed rentable sleeping pods on Level2 of Terminal3 from Italian startup Zzzleepandgo. The 16 smart lounges provide a place for passengers to work, rest or stay overnight. The sleeping cabins are equipped with a place to rest or lie down, electricity and USB ports, free W-Lan as well as shelves and a foldable table. Passengers can book the smart lounges in advance on an hourly or daily basis either online or directly at the terminal.

Vienna Airport also said that the cabins are regularly cleaned and that providing accommodations to guests is in line with current Covid-19 regulations in Austria. The pods are equipped with a state-of-the-art multimedia system that controls lighting, ventilation and darkens the room. Passengers who stay at the airport for a longer period of time can now bridge the waiting period in a relaxed and peaceful manner in modern sleeping cabins.

The number of travellers at Vienna Airport will also increase substantially when the summer flight schedule takes effect. Customers can complete the check-in and rental process via a touchpad and virtual reception, which scans their passport, credit card and, depending on the requirements, their Covid-19 certificate.

Source :Futuretravelexperience

Hong Kong airport raises US$4 billion

The Hong Kong Airport Authority has raised US$4 billion to fund its third runway development in a four-tranche US dollar debt deal.

It raised US$1 billion in a five-year green bond tranche, US$1.2 billion in a 10-year, US$1.2 billion in a 30-year and US$600 million in a 40-year issue. Raising the funds were significantly more expensive for the airport now compared with when it raised US$1.5 billion in 10- and 30-year debt in January 2021. Order books across the four tranches stood at US$11.5 billion, meaning the deal was almost four times oversubscribed. The authority has mandated 22 banks to work on the deal.

Source: Reuters



Cambodian airport to open by 2023

Cambodian officials are working towards completing by 70 per cent the construction of Siem Reap-Angkor International Airport. The construction is another major achievement of the cooperation between Cambodia and China in line with Cambodia's Rectangular Strategy and China's One Belt, One Road initiative.

With an estimated total investment of around US$880 million, the airport is expected to officially open in 2023. The new international airport is encompassed about 700 hectares of land. The project includes the construction of new 4E runways, taxiways, new terminal buildings, airport ancillary projects and supporting facilities like highways.

The first phase is expected to handle seven million passengers per year, and the complete infrastructure will allow the capacity of serving 20 million passengers annually. Currently, Cambodia has three operational international airports and the other three new airports are under construction.

Source: Khmer Times



Arunachal Pradesh's first Greenfield airport by August 2022



Arunachal Pradesh's first airport in Hollongi is expected to be ready by August 2022, ahead of the scheduled completion date. The airport is supposed to be completed in November 2023 as per the original agreement with construction agencies. However, the authorities are pushing for its commissioning by August.

Once commissioned, the airport will be the first in the mountain state with a runway of 2,300 metres eligible for landing and take-off of Boeing 747 aircraft. While the acquisition of required land (five acres) on Assam side, shifting of 132 KV Power Gridline and diversion of Kokila river are under process about 74 per cent work has been done on the 4-lane approach road of about 4 kilometres to the airport. The Northeastern state came into existence in February 1987 and it borders Assam and Nagaland.

The largest state area-wise in the north-eastern region, owing to its mostly mountainous terrain, doesn't have its own airport. Three more airports at Dirang in West Kameng, Anini in Dibang Valley and Upper Subansiri district are planned. The state has two airports – at Tezu and Pasighat. The state also has advanced landing grounds (ALGs) in Vijaynagar (Changlang), Mechuka (Shi-Yomi), Walong (Anjaw), Tuting (Upper Siang), Ziro (Lower Subansiri) and Tawang (Tawang).

Source: Businesstraveller.com

Vienna Airport handled 10.4 million passengers in 2021

Vienna Airport in Austria has reported 10.4 million passengers in 2021, a decline of 67.1 per cent from the pre-pandemic crisis level of 2019. With Austrians willing to travel, a significant rise in passenger volume in the summer of 2022 is expected.

About 17 million passengers are expected at the airport, corresponding to about 50 per cent of passenger volume in the pre-crisis year of 2019. Vienna Airport will have to cope with a pandemic-related revenue loss totalling €1.3 billion in the years 2021 to 2023. Economic turnaround is expected in 2022 with revenues of about €560 million.

"The aviation sector is slowly recovering. We anticipate a significant upturn in passenger traffic beginning when the summer flight schedule takes effect at the end of March 2022. We could reach a level of 17 million passengers in 2022.

Source: Aviation24.be

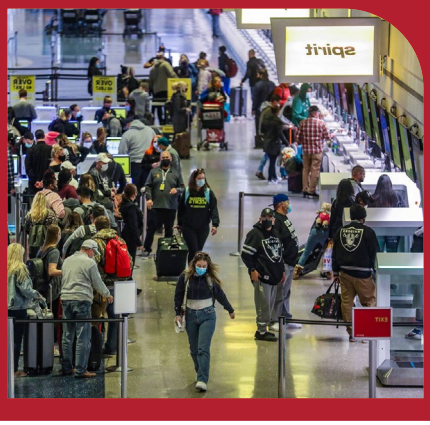
Las Vegas airport handled 40 million passengers in 2021

Harry Reid International Airport in Las Vegas has served 39.7 million travellers in 2021 as visitor volume continued to increase from pandemic-related lows. The total represented an increase of more than 17 million passengers over the 2020 count.

Still, 2021's volume was 23 per cent behind pre-pandemic levels seen in 2019 when 51.5 million passed through the airport. "This past year reinforced that the demand for Las Vegas remains strong, and we are so grateful for all those who made us their destination of choice," said Rosemary Vassiliadis, Clark County's Director of Aviation.

The airport credited access to vaccinations leading to the lifting of local restrictions as one catalyst for the passenger increase. It marked the return of live entertainment and sporting events, including over one million people attending events at Allegiant Stadium last year. To further increase travel volume, airport officials noted the return of international travel on a larger scale is a key component to that. Relaxing some international restrictions allowed Reid airport to welcome back service from Canada, the United Kingdom, the Netherlands and Panama.

Source: Las Vegas Review Journal





Elroy Air unveils VTOL cargo plane

Elroy Air, a startup that wants to make cargo deliveries using autonomous hybrid-electric aircraft, has unveiled its pre-production craft. The Chapparal, a hybrid between a rough-and-ready helicopter and a battle-hardened bush plane, is a vertical take-off and landing (VTOL) craft that transitions between hovering using eight vertical fans and forward flight using four swivelling propellers.

A hybrid-electric power train gives it a range of up to 300 miles and a cargo capacity of 136 to 226 kilogrammes.

Goods are loaded into an underslung pod that can autonomously be picked up and dropped off. Elroy first showed off a prototype of the aircraft in 2019. The company announced it has "secured agreements" to supply 500 aircraft to commercial, defence, and humanitarian customers - these amount to "more than Us$1 billion in aircraft demand. The promise of the Chaparral in particular is fast deployment in rough terrain.

Elroy has received funding from the US Air Force and an order for 100 new craft from AYR Logistics, a company that works with aid groups like the United Nations and World Food Programme (WFP).

The Chaparral is designed to fit inside a standard 40-foot shipping container, making it easy to move and deploy around the world. Elroy also received interest from Mesa Airlines to use the craft in the express parcel and medical delivery.

Source: The Verge

Hong Kong to set up logistics bureau

Hong Kong is setting up a new standalone transport and logistics bureau given the heightened importance of supply chains as a result of the coronavirus pandemic. During the first meeting of the new legislative council, Hong Kong Chief Executive has outlined the formation of a new Transport and Logistics Bureau.

The government will separate the existing Transport and Housing Bureau into two separate offices, with the new Transport and Logistics Bureau focused solely on issues relating to the logistics industry and all areas of transportation.

Hong Kong Association of Freight Forwarding and Logistics (HAFFA) welcomed the development.

Source: Aircargonews.net



IAG Cargo adopts IATA Dangerous Goods AutoCheck



IAG Cargo, the cargo division of IAG (International Airlines Group) has adopted the International Air Transport Association's (IATA) newly developed Dangerous Goods AutoCheck (DG AutoCheck) to automate the acceptance of dangerous goods shipments from its London Heathrow hub.

In March 2018, IATA announced the launch of the Dangerous Goods Handling system, a digital solution that facilitates the acceptance of dangerous goods by checking all the regulations, rules and guidance contained in the IATA Dangerous Goods Regulations (DGR) and converts them into an automated validation solution.

Every year, IAG Cargo handles thousands of dangerous goods shipments -- compliance checks on these complex consignments can be time-consuming.

Source: Stat Trade Times

Emirates SkyCargo operated over 20,000 cargo-only flights in 2021

Emirates SkyCargo operated more than 20,000 cargo-only flights on passenger aircraft during 2021 as the carrier worked out ways to capitalise on demand spike.

"This has been without question one of the most challenging years for our industry as the pandemic continues to create difficulties across the entire supply chain and across all modes of transportation," said Nabil Sultan, Emirates Divisional Senior Vice-President, Cargo.



As of December 2021, the cargo carrier transported a total of 600 million doses of Covid-19 vaccines to over 80 destinations, one of the largest volumes globally by any airline cargo carrier.

In January 2021, Emirates SkyCargo partnered with the Dubai-based entities DP World, International Humanitarian City and Dubai Airports to form the Dubai Vaccine Logistics Alliance to expedite global vaccine distribution through Dubai. The operator also signed an agreement with UNICEF in February last to prioritise delivery of vaccines and related supplies in support of the COVAX initiative for equitable distribution of vaccines.

At one point in April 2021, one in every 20 Covid-19 vaccines administered around the world had flown on an Emirates aircraft. The air cargo carrier transported over 265,000 tonnes of perishables and food on its flights in 2021, facilitating an important volume of the global cross-border logistics in the trade of food and other perishables.

Source: Gulf News

Airbus to rent out Beluga aircraft in cargo boom

European aircraft manufacturer Airbus is forming its cargo airline, Airbus Beluga Transport. The air cargo has been a relative bright spot during the coronavirus pandemic after a lack of passenger aircraft belly space drove up the prices. Airbus is renting out its giant Beluga aircraft to outside customers. The whale-shaped jets are usually used to transport large aircraft parts for its aeroplanes like wings and fuselage sections between its factories in Europe. Under the new airline, the company plans to fly large cargo for space, oil and gas companies and military organisations.



The new plane will allow it to take advantage of the remaining 20 years of life that Beluga has and will allow it to transport helicopters and engines fully assemble The aerospace giant flew its first mission in 2021 delivering a helicopter from its manufacturing site in Marignane, France, to Kobe, Japan.

Source: CNBC

ATC market size value to reach US$14 billion by 2028

The Air Traffic Control (ATC) market size value is anticipated to reach US$14 billion by 2028, according to Acumen Research and Consulting, a global provider of market research studies, which forecasts the market for ATC is expected to grow at a CAGR of around five per cent until 2028.

In the coming years, Europe will dominate the Air Traffic Control market by capturing a sizable share. Asia Pacific is expected to have the fastest-growing CAGR in the air traffic control market.
The International Civil Aviation Organization (ICAO) estimates that air traffic in the APAC region will triple by 2030. Singapore is the major APAC country responsible for the adoption of robust ATM transformation.

The increasing integration of systems into daily operations is causing a significant shift in the way air traffic management is carried out. Following Covid-19, there is a paradigm shift in the situation, with air traffic worldwide slowing by nearly 90 per cent compared to the same period last year.

Many stakeholders have proposed newer technologies and automation as solutions to the capacity and delay issues that plagued air traffic management prior to the arrival of the



pandemic. With the influx of technologies and automation, this trend is all set to continue till the forecast period.

Source: Acumen Research & Consulting Report

NASA's ATM Optimization Project gets support

A new collaboration between GE Aviation, SmartSky Networks and Mosaic ATM has been announced to connect airborne and cloud-based Flight Management Systems (FMS) for airspace management optimization in addition to enabling low altitude Air Traffic Management (ATM) for advanced air mobility (AAM) aircraft. This project to optimize air traffic management will be conducted under an Innovation Award from NASA.



The cloud-based FMS concept will expand available data inputs and processing capabilities to improve real-time airspace management planning for air traffic controllers. NASA gave Innovation Award to SmartSky and Mosaic, allowing them to continue with Phase II of the project—which is when they added GE Aviation as a partner. Now, they are about six months into what will be a two-year-long project.

Throughout Phase II, there will be a significant focus on the commercialization of the concept. Modernization of airspace and the role of the FMS—in addition to the pilot participating in a more connected ecosystem—are central to GE Aviation's mission of sustainability.

Source: Aviation Today



NASA transfers ATM tool updates to FAA

NASA has transferred findings from an Air Traffic Management project to the US Federal Aviation Administration (FAA) for nationwide implementation.

Over the past six years, NASA's Airspace Technology Demonstration 2 (ATD-2) project demonstrated the benefits of a suite of airport operations tools known as Integrated Arrival, Departure, and Surface (IADS) technology. The tools tested at Charlotte Douglas International Airport in North Carolina, Dallas Fort Worth International Airport and Dallas Love Field Airport in Texas, saved fuel, reduced carbon emissions, and increased information sharing between the FAA and industry.

NASA provided the FAA with technology and knowledge from the demonstrations. NASA is developing transformative technologies that will revolutionize the aviation sector. This air traffic scheduling technology enhances aircraft efficiency and improves dependability for passengers every day.

Source: NASA Press Release

Digital ATC tower in Scotland in 2023

Scotland's Highlands and Islands Airports Limited (HIAL) has outlined its £34 million digital remote towers project, the largest project of its kind in the UK.

The Highlands and Islands of Scotland are one of the most picturesque and remote areas of Western Europe. HIAL operates 11 airports that serve remote, rural and island locations in Scotland. The airports operate both day and night, 365 days a year. In January 2018, the HIAL approved the Air Traffic Management Strategy (ATMS) programme. At the heart of it is a switch from existing airport tower-based ATC operations to a centralised surveillance centre, which will be based in the Highland capital, Inverness.

The airports involved are Inverness Airport (INV), Dundee Airport (DND), Sumburgh Airport (LSI) in Shetland, Kirkwall Airport (KOI) in Orkney and Stornoway Airport (SYY) in the Western Isles.

Source: International Airport Review



Haiti signs a new airspace management deal

Thales and Aeronav will provide new Communication, Navigation Surveillance/Air Traffic Management systems to the Civil Aviation Authority of Haiti to update and optimise the country's Air Traffic Management (ATM) capabilities.

The project further strengthens Thales's extensive presence in the Caribbean region and will enable Haiti to improve air transport safety and coordinate air operations more efficiently with its neighbours. The two companies will provide a range of communication, navigation, surveillance, meteorological and air traffic management systems to support a smooth transition into a modern era of safe and efficient airspace management in Haiti.

The Inter-American Development Bank and Government of Haiti have financed the US$11 million contract. The 2010 earthquake drastically reduced the quality and quantity of air traffic control equipment in service in Haiti, with a significant impact on air transport safety.

Until now, Haiti's air traffic management has been based on procedural controls, relying entirely on radio communications between aircraft and controllers on the ground.

Source: Thales Press Release

Let there be no travel curbs



Willie Walsh
Director-General
IATA

The International Air Transport Association (IATA) believes that travel restrictions should be eased as the Covid-19 continues to evolve from the pandemic to endemic stage.

We should remove all travel barriers including quarantine and testing for those fully vaccinated with a WHO-approved vaccine. This will enable quarantine-free travel for non-vaccinated travellers with a negative pre-departure antigen test result.

There is mounting scientific evidence and opinion opposing the targeting of travellers with restrictions and country bans to control the spread of Covid-19. The measures have not worked.

Travel, with very few exceptions, does not increase the risk to general populations. The billions spent testing travellers would be far more effective if allocated to vaccine distribution or strengthening healthcare systems. A recently published study by Oxera and Edge Health demonstrated the extremely limited impact of travel restrictions on controlling the spread of Omicron. While the study is specific to the UK, it is clear that travel restrictions in any part of the world have had little impact on the spread of Covid-19, including the Omicron variant.

The UK, France and Switzerland have recognized this and are among the first to begin removing travel measures. More governments need to follow their lead. Accelerating the removal of travel restrictions will be a major step towards living with the virus.

The WHO confirmed "lifting or easing international traffic bans as they do not provide added value and continue to contribute to the economic and social stress experienced by member-states. The governments and the travel industry are well-prepared for the transition and ready to remove the burden of measures that disrupt travel. Research from the Migration Policy Institute has counted more than 100,000 travel measures around the world that create complexity for passengers, airlines and governments to manage.

We have two years of experience to guide us on a simplified and coordinated path to normal travel when Covid-19 is endemic. That normality must recognize that travellers, with very few exceptions, will present no greater risk than exists in the general population. Mutually recognized policies on vaccination will be critical as we approach the endemic phase.

Barrier-free travel is a potent incentive for vaccination. The sustainability of this incentive must not be compromised by vaccine policies that complicate travel or divert vaccine resources from where they can do the most good.

Dubai, the ideal city for future urban air mobility

As we witness the next wave of urban aviation driven by electric-powered drones, the airspace will look very different in the coming years and decades thanks to scalable use cases such as last-mile deliveries and flying taxis.

True to its reputation, Dubai has been at the forefront of innovation and adopting new and disruptive technologies. Launched in 2015, the first edition of 'UAE Drones for Good' initiative received 800 nominations. In 2017, Dubai became the first city in the world to implement what can be called UTM 1.0.

UTM or Unmanned Traffic Management is a system to actively monitor drone traffic. In the same year, the Dubai Civil Aviation Authority and Dubai's Roads & Transport Authority facilitated the demonstration of the Volocopter, a prototype drone taxi. At Expo 2020, a unique combination of systems which included AstraUTM has been deployed to manage reservations across various aerial activities and also monitor aerial activities in real time.

In November 2021, HH Sheikh Hamdan bin Mohammed bin Rashid Al Maktoum, Crown Prince of Dubai, Chairman of Dubai Executive Council, and Chairman of the Board of Trustees of Dubai Future Foundation, announced The Dubai Programme to Enable Drone Transportation. The programme will create advanced infrastructure that enables innovators to test prototypes of drones in designated areas and develop legislation that optimises their implementation.

We are at the cusp of something very exciting where disruptive technologies overcome barriers and change the way we live. That drones will enable a multitude of use-cases is already a foregone conclusion. The time has now come to enable and adopt. Dubai, with its history of embracing innovations in aviation, is the best suited to become the ideal city of the future with thriving Urban Aerial Mobility.

The author is Chief Commercial Officer of Astra UTM, the world's most advanced drone traffic management platform.



Ayhan Kamil
Chief Commercial Officer of Astra UTM

Flying car wins airworthiness certification



A flying car capable of hitting speeds over 100mph (160kmh) and altitudes above 8,000ft (2,500m) has been issued with a certificate of airworthiness by the Slovak Transport Authority.

The hybrid car-aircraft, AirCar, is equipped with a BMW engine and runs on regular petrol-pump fuel. It takes two minutes and 15 seconds to transform from car into aircraft. The certification followed 70 hours of flight testing and more than 200 take-offs and landings, the company said.

In June, the flying car completed a 35-minute flight between international airports in Nitra and Bratislava, Slovakia. The company has planned to fly to London from Paris in "near future".

Other companies are also developing vehicles that can fly and be driven on the roads. The three-wheeled PAL-V Liberty, which flies like a gyrocopter, is road legal in Europe and working towards European Union Aviation Safety Agency certification.

The AirCar takes off and lands like a conventional plane and requires a pilot's license to fly. Promoters hope they will be a convenient and flexible form of transport - and some are attracting significant investment. Boeing announced it was investing an additional US$450 million into Wisk, the California-based autonomous-air-taxi company it owns with Kitty Hawk, a company launched by Google co-founder Larry Page.

Source: BBC News

Clean Sky2 Airbus C295 completes maiden flight

European aircraft manufacturer Airbus has announced the successful maiden flight of the Airbus C295 Fight Test Bed 2 (FTB2) from its final assembly line in Seville, Spain.

The tests conducted on this aircraft are intended to evaluate the new semi-mobile wing, a new flight control system and a SATCOM antenna integrated into the fuselage.

The Airbus developments tested on this aircraft are part of the initiatives of the European public-private consortium Clean Sky2 and EU Horizon 2020, which promote research, development, and innovation aimed at bringing about quieter aircraft with a lower environmental impact from their operations.

The modifications introduced include new materials and technologies designed to achieve reductions in noise emissions and greenhouse gases such as CO2 and NOx. With these technologies applied in a future regional multi-mission configuration, reductions of up to 43 per cent CO2 and 70 per cent NOx can be achieved on a typical 400 nautical mile search and rescue mission, as well as 45 per cent less noise during takeoff.

The aircraft integrates a new high-efficiency semi-morphing wing, new dynamic winglets, and a flat-panel SATCOM antenna on top of the fuselage. It also has a more efficient high lift system from the incorporation of innovative flight controls, including ailerons, flaps and flap tabs with improved aerodynamics.

The new flight control system takes advantage of digital control systems to optimize the aerodynamic shape of the wing in flight.

This development also contemplates the incorporation of new materials in the manufacturing process of the parts, as well as new assembly methods for the aerodynamic structures of the wing.

Source: Aviacionline.com





Experimental NASA plane to break the sound barrier

X-59, a unique aircraft developed in a collaboration between Lockheed Martin and NASA, has unveiled plans to break the sound barrier as quietly as possible.

The space agency shared a picture of the flying machine wrapped in a pretty blue covering—complete with a red bow on top—from when it was prepped to move from California to Texas. It's currently in the Lone Star State for structural testing.

The aircraft could make its first flight this year in the late summertime out of Lockheed Martin's Skunk Works facility back in Palmdale, California. In two years, NASA says that their test pilots will fly it around and measure the noise it makes and how communities below react to it.

Ideally, when it breaks the sound barrier, it will create a sound that the space agency refers to as a "thump," and not a boom.

That reduced noise signature may lead to a change in regulation to allow for supersonic flight over the US, a type of travel that's currently forbidden. The proof test process also gives them a chance to gather data. To carry out the proof test, the X-59 will be on a large, rigid structure, and hydraulic jacks will apply loads to the aircraft in a programmed way.

The airplane sports several distinct features that you don't see on commercial aeroplanes. The X-59 has a very long nose. Measuring about 38 feet in length, that nose "will be essential in shaping shock waves during supersonic flight.

Managing those shock waves is important in preventing the typical sonic boom sound—the goal is to have the plane be as sleek as possible to minimize disruptions to the air around it. One General Electric F414 engine will power the bird.

The most mind-bending feature is that instead of looking out a windshield, the pilot (and sole occupant of the one-seat plane) will look at a 4K monitor in front of them. That high-definition display will get its feed from two cameras in front of the plane.

Source: Popular Science

New tech spurs spaceplane vision

A Seattle-based company Radian Aerospace unveiled plans to build and commercialize a true spaceplane that could take off from a commercial runway, fly to space and return under its own power - a feat never achieved in aerospace history.

The company plans a "single-stage-to-orbit" plane, meaning it would not use expendable rocket boosters or stages, which all orbital rockets have used throughout history, including the partially reusable space shuttle system.

Shuttles themselves were reusable, but liftoff required the use of giant fuel tanks that fell into remote ocean locations after launch. Virgin Galactic's Spaceship Two is a kind of spaceplane that launches with a rocket engine from a plane, which also is a staged deployment.

Radian plans to "take advantage of years of advancements in materials science, reduction in component size, weight and power, as well as manufacturing technologies.

Radian joins a list of companies that have attempted true spaceplane development, including the defunct XCOR Aerospace, a California firm that dissolved in bankruptcy in 2017 before it could test its Lynx spaceplane.

Source: UPI

